

The Omaha Bee.

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The BEE PUBLISHING CO., Props.
E. ROSEWATER, Editor.

Old Bourbon will soon be proclaimed king of the Bermudas.

Gentle spring has come at last. The wild goose and "dude" have made their appearance in Omaha.

The Brooklyn board of aldermen have voted themselves gold badges at the city's expense. It is supposed the badges will bear the legend "Beware of Pickpockets."

UNEASY lies the head that wears a crown. Even the Marquis of Lorne, Queen Vic's son-in-law, is mortally afraid of the dynamite spectre, and has to be shadowed by a squad of policemen while he stays in Boston.

TALKING about dynamite plots and infernal machines reminds us of the fact that nobody has as yet invented a dynamite cartridge or infernal machine that would make an explosion loud enough to wake the average Omaha policeman.

ST. LOUIS is wrestling with the gas problem. Just now gas is selling at \$1.50 per thousand in one section of the city and at \$1.25 per thousand in another section. A new gas company has established competition in certain streets and the old company has reduced its rates to meet its rival.

THE alleys must be paved and the sooner the better. To lay a solid, substantial stone pavement will cost property owners just \$25 a year for five years. There is no owner of a lot on Farnam, Harney or Douglas streets who would feel this sum. The council ought to take the subject promptly in hand.

DOWN among the cowboys of Texas a United States marshal has just been sentenced to two years in the penitentiary for presenting fraudulent vouchers to Uncle Sam. Up here in highly civilized Nebraska a custodian of the government custom house and master in chancery presents fraudulent vouchers to Uncle Sam and goes scot free.

ARIZONA is impatient over the scalp dance on her Mexican border and proposes to take a hand in it independent of the army. There is some talk of wiping out the San Carlos agency and Agent Wilcox has called for troops to protect his tagged and tanned wards. An attack on the agency Apaches would be disastrous. Out of some twenty seven thousand Indians in Arizona and New Mexico all but two hundred are quietly on their reservation. The effect of a massacre of Apache warriors can easily be imagined. It looks as if Arizona had now enough to do to take care of the hostiles without stirring up the peaceable Apaches to insurrection.

THERE has been a good deal of political juggling about the mayoralty which is, to say the least, amusing if not disgusting. The idea of Walter Bennett rushing posthaste to Mayor Chase's bedside to swear him in must have originated in the profits brain of Frank Walters. The gang of shysters who are expecting to mine on the mayoralty had become frightened over O. J. Chase's illness. Not that they loved the colonel so much, but that they wanted to make sure that the political plunder shouldn't slip out of their clutches by a new election in case the mayor died before he qualified. So Walter whose weather eye is on the city attorneyship and Walter's whose eye is on everything that's lying around loose, rushed down to Colonel Chase's bedside and swore him in pretty much as Spanish inquisitors were wont to baptize a Jew just before he was roasted on a spit. What would Colonel Chase do? He had to submit and he was sworn in before his hand was presented to the council for approval which, of course, was requisite before he could qualify. It is all safe now. The twin Walters are supremely happy over their rapid flank movement on the man with the scythe and an hour glass. Fortunately Mayor Chase is in a fair way towards recovery and the prospective wake which the two Walters expected to attend has been indefinitely postponed.

TO MUCH WIND.

There is such a thing as to much puffing for a city. Some men, naturally given to boasting, imagine the only way to build up great cities is by indiscriminate lying about their growth and prospects. Omaha has never been more prosperous. This is a safe statement that nobody could gainsay. But when men indulge in extravagant stories about our marvelous increase in wealth and population, they do positive injury. We are not booming like a newly fledged mining town, but we are growing steadily and legitimately in every direction. Our volume of trade is increasing, our industrial interests are developing, real estate shows a constant and healthy advance, and we have begun public improvements on a large and systematic scale.

This is saying a good deal. Columns of wind and bombast will not help the city half so much as a candid statement of her actual condition based upon facts.

Brag is a good dog, but hold fast is a better one. Imaginary statistics and extravagant estimates cannot long deceive anyone. On a fair estimate we have probably 42,000 people. Our citizens are progressive, but they are behind several other western cities in enterprise. It is only fair, however, to say that the enlargement of our cemeteries is greatly helping matters. In a great many instances during the past five years, the Omaha undertakers have proved themselves to be public benefactors.

What we need is not a constant glorifying over our prospects. Good prospects are no doubt satisfactory, but present effort is the thing which assures future achievement.

We will only go ahead by going ahead. Admiring ourselves in the glass will not keep our city's dress from wearing out. In many respects as a city Omaha is crude and backward. Our streets are unsightly and ragged, owing to the varying structure of the buildings which line them. Our sidewalks and crossings as a rule are wretched. We have taken steps to pave our business streets, but our alleys which open upon them are sloughs of despond. The county is to give us a magnificent court house, but our city officers occupy wretched and dangerous quarters. We have a comfortable and commodious opera house, but no town hall for public meetings, and no market house where consumer and producer can trade directly. A decent railroad have their terminal here, but we have no better depot to show than the mammoth one shed at the head of Ninth street.

These are a few of our deficiencies which cannot and ought not to be concealed. It is pleasant to tell ourselves into a state of self satisfaction by patting each other on the back and pointing to our growth, but there is danger that in doing this we may overlook the points where our greatest room for improvement lies.

THE PANAMA CANAL.

Definite news of what has been done by De Lesseps towards constructing the Panama canal is now for the first time available from a responsible and impartial source. Lieutenant Rogers, of the navy, has made a report to Admiral Copey which states intelligently and concisely the progress of the work. This report, as condensed by the New York Sun, shows that the canal is really under way. It is two years since the vanguard of the construction party arrived at Aspinwall. They found not only no part of their way cleared, but even the proposed line of the canal not certainly fixed, and no houses to live in or buildings fit for the storage of their tools, machinery and property. What has been since accomplished, as Lieut. Rodgers makes plain, is the building of wharves at the termini, the erection of workshops all along the line, the setting up of machinery therein, the construction of villages for the workmen and engineers, the definite fixing of the axis of the canal, and the clearance of the route from surface impediments to a width of over 300 feet throughout. Lately the delayed contracts have been completed. It is safe to say that the machine digging of the canal proper will open with vigor at the beginning of the dry season. There has already been a good deal of actual excavation done by hand. The basin, on the Colon section in which vessels may lie in safety is partially dredged out. The excavation of the main cut has been begun in Gorgona by hand. Beyond Obispo 650 men have been for some weeks engaged in the actual work of canal digging. In the Culabra section, which is the highest point of the route, they have dug down to the proposed full depth of the canal. In short, it is evident from the observations of Lieutenant Rogers that not only reservoirs and railways for carrying off the refuse, besides other important aids, have been thoroughly prepared, and docks, quarters, machinery and rolling stock made ready, but in four sections the actual work of digging is going on by manual labor. The canal is to be excavated down to the sea level throughout, in preference to the lock system, which was proposed for the Nicaragua

scheme. The sum of \$25,000,000 has already been expended, and Lieutenant Rogers thinks that the ultimate cost must exceed the original estimate of \$120,000,000. But there seems to be no difficulty in securing funds; the companies shares are eagerly taken up and it is claimed that double the amount could easily be raised if necessary. From present prospects the canal will be completed by 1890, by which time the Pacific coast will be in rapid steam and sailing communication with the eastern seaboard by a channel which cannot be blocked by pools or obstructed by consolidations of interests.

ASSESSMENT AGAIN.

Some of our esteemed Nebraska exchanges claim that THE BEE is inconsistent in urging an increase of assessments upon real estate in this city and county that is listed at ridiculously low figures. One of the rural editors who feels proud of his brass collar makes this alarming discovery in the following language: "The Omaha BEE has been neutralizing its own anti-monopoly talk. A while since it was rampant to have the railroad valuation raised. It now, however, is just as rampant to have other values raised. If both are raised, there will be no difference, as between the railroads and the people, from the previous status; and so Rosewater has been trading on fictitious capital, as a professed blatant anti-monopolist, simply hood-winking and deceiving the farmers."

If THE BEE had advocated the raising of railroad assessments and had approved of tax shirking on the part of other corporations and individuals it would have been both unjust and inconsistent. What we have urged and urge now is such an equalization of assessments as will properly distribute taxation and place its burdens where they belong. We wage no war on railroads and have never asked that they pay more than their just share of taxes. And the fact that we have denounced tax shirking on the part of private individuals affords the best proof that THE BEE is not a blatant demagogue that wants one law for the railroads and another for other taxable property.

There is this contrast, however, between railroad taxation and the taxation of other classes of property. Railroads in Nebraska are not only assessed too low, but a large proportion of their property escapes all taxation, while in our cities the proportion of taxpayers who shirk taxation through low assessments is comparatively small. What we need is a fair and equal assessment of all property whether its owners are corporations, bankers, business men, real estate speculators or owners of road beds and franchises, and machine shops and depot grounds and buildings. We want a decrease of taxation for those who are now paying more than their share, through an increase of assessment on those who are now paying less.

A SLIGHT stoppage in two of our sewer mains have given rise to some talk that the Waring system is a failure, and the pipes too small to do their duty. In the fifteen months during which it has been in operation in Omaha, the Waring system has proved to be all that was claimed for it. But the Waring system is not intended to do away with the ash box and the garbage cart. It will not take the place of our street gutters. If careless and foolish people who have sewer connections with their houses and places of business persist in allowing the pipes to be choked up with garbage and solid matter the fault is their own. The difficulty this week in one of the sewer mains arose from its use for receiving the refuse from a livery stable. In another main a stoppage was caused by sweeping being thrown in the closets.

Our citizens ought to understand the use of a sanitary sewer system. The Waring plan is only intended to carry off the sewage from closets and sinks. The pipes are four inches in diameter, amply large enough for the purpose, but not too large to be kept constantly free from gas by constant flushing. All that is needed to maintain the efficiency of the system, is a little common sense on the part of the people who use it, and ordinary supervision on the part of the city officials to prevent sewer connections, which are likely to impair its working.

Now that Judge Graham has entered upon his duties as postmaster general, Frank Hutton can devote his attention to the "half breeds" through the National Republican. Its last issue calls the New York republicans who opposed the machine last fall, "blackmailers," "footpads of the political highway," "mercenary," "spies and traitors," "vulgar brawlers," and a great many other hard names, and says "the republican party can only live by extirpating the cancer that gnaws at its vitals." This does not sound exactly like party harmony. Mr. Hutton has done President Arthur more injury than any other element in his administration.

The First Domestic Problem.

Philadelphia News.
Mr. and Mrs. David Davis are home from their wedding tour, and invite-

tions are out for a quilting bee. Quilts, however, are not much needed this time of year, and most likely this is only a blind, Mrs. Davis' object being to get enough help to build a patch for David's trousers.

Civil Service Reform.

Washington Office.
Said a prominent politician last night to THE OMAHA:

"I can give you a good point on the civil service commission if you want it."
"Want it? Why, I am crying for it. I want anything that is calculated in the least to expose a fraud, and I think this civil service business is a fraud out of muddy water. What is your point?"

"Well, it is this: About a month ago, this civil service commission, of which D. B. Eaton is chairman, employed a stenographer to report the proceedings of the commission. He was and is a sober, hard working, industrious man and competent to the fullest extent. Everything went on smoothly until about a week ago, when Mr. Eaton went to him and told him that he would have to resign in order that his place might be supplied by another."

"Why is this," queried Mr. Doyle, for that was the young man's name; "what have I done? Am I not competent? and have I not done my work well?"

"Oh, yes," said Mr. Eaton, "but there is such a pressure brought to bear on us from New York by Postmaster Pearson and others that we find it necessary to resort to this move in order to satisfy the clamor."

"But you will give me a chance in a competitive examination, will you not? That is in accordance with the civil service law."

"Oh, no; we have not commenced to work under the law yet. After we get organized we will then transact all business in strict accordance with the civil service law as passed by the last congress."

"This ended the conversation, and Mr. Doyle had to step down and out, and the New York man was put in."

The Grand Army Boys.

General Rogers, secretary of state and adjutant general of Nebraska, and General Bowen, judge advocate of department of Nebraska, Grand Army Republic, were in Denver last week. They came as a delegation from Nebraska to confer with the department commander of Colorado in regard to tents. The department of Nebraska hold a reunion in September and desire to secure the tents which are in use in Colorado in July. The bill that was introduced into congress providing for the loan of 500 hospital tents passed the house, but for some reason did not get through the senate, consequently it was supposed that they could not be procured, the secretary of war having no authority to loan without special act of congress.

The Nebraska delegation insist that this law only applies to the loan of government property to individuals, out that the secretary of war can make the loan on requisition of governors of states. Accordingly the governor of Nebraska and Governor Grant, of Colorado, have made requisition for the use of 500 tents. Adjutant General Rogers, of Nebraska, and Adjutant General Shepperd, of Colorado, left for Washington last evening with these requisitions and prepared to re-empt for the property on the part of each state if it can be obtained. If the party is successful it will save an expense of \$2,000, which otherwise would have to be paid out for rent of tents procured from manufacturers.

Costly Private Billiard Tables.

Two specially designed billiard tables for private use are being by the Olander company, which will succeed in cost and artistic work any heretofore manufactured. One is intended for the new residence of Mr. Cornelius Vanderbilt, Jr., on Fifth avenue, and the other has been ordered for the town house of Baron Arthur de Rothschild, of Paris.

Mr. Vanderbilt's table is constructed of imported old English oak, in Renaissance style. Costly and elaborate carvings and designs by a celebrated artist embellish the sides and end boards, which are carved in the shape of the head of a lion. This is done to show off the rich carvings to better advantage. Capids playing billiards and other fanciful illustrations carved in solid wood adorn the cushion rails. The legs are unique and artistic in design. The table, when finished, will be a massive piece of furniture, built to last for ages. The cost of this table will be \$2,500.

The table for Baron de Rothschild is not quite so costly or so profusely decorated as the one for Mr. Vanderbilt. It is of a chair and beautiful design. The body of the table is of solid American Walnut, with panels of French walnut. Panels on the side and end boards are embellished with carvings of foliage, naturally arranged.

Another expensive table for private use was recently made by Mr. Bradley Martin, of this city. It is constructed of solid black walnut, richly carved, with ornaments in bronze. President Arthur, the British minister and Gov. B. F. Butler also slight their cues over specially designed tables. Gov. Butler's is very a city.

A correspondent asks for information as to the amount of water and coal consumed by an ocean steamer in crossing the Atlantic, and whether sea water is used for filling the boilers. Great changes have occurred in ocean steam navigation since the first Cunard steamer entered Boston harbor in 1840, by which the quantity of fresh water and coal required on a single voyage has been very much reduced. The introduction of the surface condensing process prevents the waste of steam, which is now saved for continual service, and thereby greatly reduces the quantity of water needed. The Cunard steamer Atlas, of 2,593 tons, before leaving port fills her boilers with fresh water, their capacity being from forty to fifty tons, and this quantity is generally sufficient to last through the voyage, but in case it runs short the distilling apparatus on board can make up the deficiency from sea water. For fuel she usually carries about 600 tons of coal, the daily consumption being from thirty-five to forty tons, and the run across the ocean requires about 400 tons.

The Servis, the latest addition to this line, an immense steamer of 7,392 tons, requires about 175 tons per day, while the old Scotia, which was about one quarter the size of the new steamer, consumed from 150 to 175 tons daily. This great saving in coal is owing to the invention of the compound marine engine.

A Corner on Shad.

Philadelphia Press.
As fast as we get rid of one monopoly another is saddled upon the dear people. The backbone of the Standard is racked by the free pipe line bill and a threatened investigation. But right on top of the good news comes the rumor that a company of Philadelphia is going to buy up all the Delaware shad. Not even a reform legislature can break a corner in shad. It would break the hearts of Philadelphia through their stomachs to be shut off from the usual spring supply of Delaware shad. The price of beef may be lowered by the competition of Chicago dressed beef, but there are no Chicago shad to lower the price of Delaware shad. In fact, there is but one kind of shad, and that is the Delaware shad. Potomac shad may do for Washington; Susquehanna shad may be good enough for Baltimore; even Connecticut shad may answer for the gourmand of the Natick State, but for the Philadelphia club and the Union League and the hundreds of Philadelphia homes where is known what's what, it must be Delaware shad or no shad at all. The close corporation of shad monopolists will, it is feared, decide the question for all Philadelphia by seizing the source and shutting off the supply. The fish-woman's cry of "shad, oh," will be stilling. Spring will not be Spring. Mourning will take the place of joy. Even the dumb cats will share the general grief. The money spent on the fish commission will be thrown into the maw of an insatiable corporation. Where shall a hungry people turn for relief?

The State Fair.

A meeting of the state board of agriculture was held Wednesday at the office of the Nebraska Ice Company.
Chairman Danham, President McIntyre, Treasurer Hartman, Secretary Wheeler and Messrs. Grenell, Kent and Bowen were present.
Mr. Rheem, on behalf of the Douglas county society, asked for their admission to the exhibition on the same terms as last year, which was granted. Washington and Bart counties also asked and were granted the privilege of holding their fairs at the same time and place. They will erect their own buildings.
Mr. Dunham, who had been ordered to make arrangements with McDonald for chariot races, reported the contract made for four days during the fair.
Mr. Dunham was authorized to make arrangements with Close Bros. for hurdle races.

FOR SALE.

A new side-bar, and spring top buggy, made by Snyder and took first prize at the state fair last fall; never used and will be sold low. Apply at Western Newspaper Union, cor. 13th and Douglas sts. feb28m&wf

The Building Association.
The directors of the Omaha Loan and Building association held a meeting Wednesday and elected the following officers for the ensuing year:
President—Wm. F. Bechel.
Vice President—John Roelck.
Treasurer—E. K. Long.
Secretary—G. M. Nattinger.
Subscriptions for stock are coming in rapidly and applications may be made to any of the above named officers until further notice.

HUB PUNCH,
clear or with water, lemonade, etc., "tops" every punch for flavor. It is used clear or mixed to suit the taste.

Real Estate Transfers.
The following deeds were filed for record in the county clerk's office April 11, reported for THE BEE by Ames' real estate agency:
F. D. Miner v. d. to Minnie E. Hayden, lot 9, Terrace addition; \$500.
Thomas A. Creigh and wife, v. d. to Helen N. Clark lot 5, block 8, Hanscom Place; \$650.
Charles O. Housel v. d. to Conrad G. Fisher lot 2, block 213, \$3,500.
Martha M. Ish v. d. to Arvilla C. Brown v. d. lot 11 and 5 feet of lot 10, in Kewes division of lot 9, Capitol addition; \$2,500.
Margaret E. Hair v. d. to L. R. Tuttle, lot 22, Tuttle's subdivision; \$500.
E. V. Smith and wife v. d. to Andrew Nelson, v. d. lot 2 block 21, E. V. Smith's addition; \$250.
Kent R. Hayden and Minnie E. Hayden, v. d. to F. D. Miner; lot 9; \$500.
Catharine J. Jackson and husband and Lucetta E. Jackson, v. d. to Sarah G. Benster; part of secs 25 and 35, 16 12; \$500.
L. R. Tuttle, Jr., v. d. to M. A. Hair; lot 21, Tuttle's subdivision; \$500.
Charity F. and Henry Hickman, v. d. to Ellen Evans; v. d. lot 38, Burr Oak; \$750.
John Edwards and wife, v. d. to Oscar B. Selden; lots 5 and 6, blk 12, Isaac & Selden's; \$1.
John M. Yerga and others, v. d. to Oscar B. Selden; lots 5 and 6, block 12 Isaac & Selden's add.; \$27.33

Busel and Water on Ocean Steamers
Fuel Journal.

A correspondent asks for information as to the amount of water and coal consumed by an ocean steamer in crossing the Atlantic, and whether sea water is used for filling the boilers. Great changes have occurred in ocean steam navigation since the first Cunard steamer entered Boston harbor in 1840, by which the quantity of fresh water and coal required on a single voyage has been very much reduced. The introduction of the surface condensing process prevents the waste of steam, which is now saved for continual service, and thereby greatly reduces the quantity of water needed. The Cunard steamer Atlas, of 2,593 tons, before leaving port fills her boilers with fresh water, their capacity being from forty to fifty tons, and this quantity is generally sufficient to last through the voyage, but in case it runs short the distilling apparatus on board can make up the deficiency from sea water. For fuel she usually carries about 600 tons of coal, the daily consumption being from thirty-five to forty tons, and the run across the ocean requires about 400 tons.

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